pace Suburban Bus Service

Suburban Bus System Service Performance Report for the Period October - December, 1985

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March, 1986

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EXECUTIVE SUMMARY

This report provides a look at Pace ridership and summarizes the individual performance of every route in the Pace system. The report covers the final quarter of 1985 and compares it with comparable data from the same period in 1984.

Total Pace ridership increased by 2.8 percent in the final quarter compared with the same period in 1984. Pace carried an average of 132,548 passengers on weekdays, 54,928 passengers on Saturdays and 18,284 passengers on Sundays during the final quarter of 1985. Weekday ridership was up slightly from the previous year, Saturday ridership was flat and Sunday ridership increased 23 percent, mainly as a result of increased Sunday service. Paratransit ridership increased by 9.5 percent.

NORTRAN and Pace's West Division remain the two largest carriers in the Pace system. The two carriers combined account for more than 50 percent of the total suburban bus ridership. Ridership on those two systems and the other major suburban systems grew by 6 percent in the final quarter of 1985. Ridership on satellite systems, such as Elgin and Pace North Division, remained flat and ridership on other carriers, such as Wilmette and Glen Ellyn, declined by 6 percent overall.

This report also divides Pace routes into four types -- inner suburban, satellite, outer suburban and feeder -- and ranks routes by productivity (the number of passenger trips per revenue hour). Routes that rank at the bottom of each category are slated for review to see if something can be done to improve a route's productivity. If, after several quarters, a route fails to improve, it may be targeted for elimination.

Highlights of the productivity rankings for weekday routes in each category are:

Inner suburban: Best: Route 310 Madison Street (Pace West Division), 112.5 passengers per hour. Worst: Route 695 Woodfield-Randhurst (contract), 7.6 passengers per hour. System average: 43.6 passengers per hour.

Satellite: Best: Route 526 West Plaza (Aurora), 60.4 passengers per hour. Worst: Route 573 Lake Villa-College of Lake County (Pace North Division), 5.2 passengers per hour. System average: 32.0 passengers per hour.

Outer suburban: Best: Route 786 Naperville Mid-day (contract), 59.1 passengers per hour. Worst: Route 668 Countryside-LaGrange (contract), 0.7 passengers per hour. System average: 20.7 passengers per hour.

Feeder: Best: Route 663 Darien-Clarendon Hills (contract), 163 daily passengers per bus. Worst: Route 694 Mount Prospect (contract), 5 daily passengers per bus.

Paratransit productivity declined by 2.2 percent. Although total ridership increase, the total hours of service increased more, accounting for the decrease in productivity.

PREFACE

The Pace Performance Report results from an ongoing effort to evaluate suburban bus productivity. This report is Number 15 in a series that began with the report covering the January-March, 1982 quarter. The ridership, productivity and farebox recovery data in this report help analyze each route in the Pace system.

In order to "compare apples to apples" this report divides Pace routes into four types -- inner suburban, satellite, outer suburban and feeder -- and then ranks those routes. By doing this, routes in each category that are performing at less-than-desired levels may be easily identified. Once identified, the routes may be analyzed more closely. After this analysis, routes that are not meeting the standards for the Pace system may be changed, eliminated or have service reduced. Routes that are overcrowded will have service added to alleviate this situation.

This report compares ridership and productivity for October through December 1985 with October through December, 1984. Ridership on Pace suburban buses increased by 2.8 percent in 1985 compared with the same period in 1984.

The following tables provide comparative data for ridership, vehicle revenue hours, productivity levels, average passenger trips, ridership by carrier and comparative productivity levels by carrier.

TABLE I: SUMMARY RIDERSHIP RESULTS

	OCT. - DEC. 1984 Pass. Trips	OCT. - DEC. 1985 Pass. Trips	Increase Decrease Amount	Increase Decrease Percent
Major Suburban	6,661,836	6,943,133	281,297	4.2
Satellite Carriers	1,567,972	1,574,414	6,442	0.4
Other Subsidized	632,025	594,211	-37,814	-6.0
Route #835	46,466	46,454	-12	0.0
Contracted Service	403,910	418,964	15,054	3.7
System Total	9,312,209	9,577,176	264,967	2.8

Ridership data by carrier is shown in Table V.

TABLE II: REVENUE VEHICLE HOURS - 4TH QUARTER

1984	1985	Percent of Change
234,087	243,187	3.9%

NOTE: Revenue hours is the total amount of time a bus operates in revenue service.

TABLE III: Productivity Levels For Years 1981 - 1985

	Pass. Trips/ Rev. Hour						Pass. Trips Per Bus
	Inner Suburban			Outlying Suburban			Feeders
	Wkdy.	Sat.	Sun.	Wkdy.	Sat.	Sun.	
1st Quarter '81	36.3	N/A	N/A	24.1	N/A	N/A	N/A
'82	40.3	30.1	25.0	24.1	17.3	N/A	83
'83	39.9	33.0	28.1	25.9	20.8	15.4	74
'84	44.6	37.5	33.7	29.1	25.5	19.2	80
2nd Quarter '81	35.6	N/A	N/A	22.5	N/A	N/A	N/A
'82	39.8	33.6	29.8	21.1	17.0	6.9	66
'83	38.6	33.6	28.3	24.2	20.8	17.1	67
'84	43.5	39.5	33.7	27.5	25.1	22.3	71
3rd Quarter '81	34.5	N/A	N/A	19.6	N/A	N/A	N/A
'82	39.2	34.2	30.0	19.9	17.4	13.1	61
'83	36.8	34.6	33.0	22.5	21.1	14.0	59
'84	42.3	38.8	37.6	24.9	24.1	27.6	67
4th Quarter '81	42.5	N/A	N/A	22.0	N/A	N/A	69
'82	38.7	35.1	28.9	22.6	20.0	17.9	64
'83	41.7	36.7	32.5	26.3	22.7	18.2	66
'84	44.7	42.6	36.0	27.7	25.2	23.9	72

As of the 1st Quarter of 1985 Pace divided its routes into the following categories in order to fairly judge their productivity with similar routes. The new categories and productivity levels for the 1st through the 3rd Quarter of 1985 are as follows:

	PASSENGER TRIPS PER REVENUE HOURS									PASSENGER TRIPS PER BUS
	Inner Suburban			Satellite			Outer Suburban			Feeders*
	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun	
1st Quarter'85	42.7	37.8	31.1	33.2	28.0	25.8	20.4	15.8	-	84
2nd Quarter'85	42.6	39.5	36.1	31.7	26.9	22.0	22.6	14.7	-	73
3rd Quarter'85	40.5	38.5	38.9	29.0	27.3	22.7	18.9	13.3	-	67
4th Quarter'85	43.0	37.6	37.6	32.0	28.3	26.1	20.7	14.8	-	71

NOTE: Passenger Trips/Revenue Hours is calculated by dividing the total number of passengers by total revenue hours. Passenger trips per bus represents the number of passengers per day per bus.

* Feeder routes were not affected by the boundary changes, therefore, they can be directly comparable with prior years as stated above.

TABLE IV:

AVERAGE DAILY PASSENGER TRIPS
(OCTOBER - DECEMBER, 1985)

	Weekday	Saturday	Sunday/ Holiday	Total Weekly Average	Percent Total
Inner Suburban	102,543	41,162	17,108	570,985	77.6%
Outer Suburban	3,886	1,907	--	21,337	2.9%
Satellite	19,602	11,859	1,176	111,045	15.1%
Feeder	6,517	--	--	32,585	4.4%
System Total	132,548	54,928	18,284	735,952	100.0%
1984 System Total	129,201	55,190	14,877	716,072	
Percent Change	2.6%	-0.5%	22.9%	2.8%	

TABLE V: COMPARATIVE RIDERSHIP DATA BY CARRIER
(OCTOBER - DECEMBER, 1984 and 1985)

	1984	1985	Increase Decrease Amount	Increase Decrease %	Percent of Total Suburban Bus Ridership 1984	1985
MAJOR SUBURBAN						
Nortran	2,376,259	2,437,051	60,792	2.6	25.5	25.4
Pace S.W. Div.	531,668	563,081	31,413	5.9	5.7	5.9
Pace South Div.	1,395,360	1,517,071	121,711	8.7	15.0	15.8
Pace West Div.	2,358,549	2,425,930	67,381	2.9	25.3	25.3
Sub-Total	6,661,836	6,943,133	281,297	4.2		
SATELLITE SYSTEM						
Aurora	391,072	394,725	3,653	0.9	4.2	4.2
Elgin	499,774	499,120	-654	-0.1	5.4	5.2
Joliet	364,564	362,226	-2,338	-0.6	3.9	3.8
Pace North Div.	312,562	318,343	5,781	1.8	3.4	3.3
Sub-Total	1,567,972	1,574,414	6,442	0.4		
OTHER SUBSIDIZED						
Glen Ellyn	24,045	23,696	-349	-1.5	0.3	0.2
Highland Park	58,739	57,085	-1,654	-2.8	0.6	0.6
Melrose Park	10,830	11,670	840	7.8	0.1	0.1
Naperville	99,671	101,719	2,048	2.1	1.1	1.1
Niles	106,995	100,496	-6,499	-6.1	1.1	1.0
Wilmette	331,745	299,545	-32,200	-9.7	3.6	3.2
Sub-Total	632,025	594,211	-37,814	-6.0		
Route #835	46,466	46,454	-12	0.0	0.5	0.5
Contracted Service	403.910	418,964	15,054	3.7	4.3	4.4
Grand Total	9,312,209	9,577,176	264,967	2.8%	100.0%	100.0%

TABLE VI: COMPARATIVE PRODUCTIVITY LEVELS BY CARRIER*
(OCTOBER - DECEMBER, 1984 AND 1985)

	WEEKDAYS			SATURDAYS			SUNDAYS		
	1984	1985	Increase Decrease %	1984	1985	Increase Decrease %	1984	1985	Increase Decrease %
MAJOR SUBURBAN									
Nortran	45.8	46.5	1.5	50.0	46.1	-7.8	41.6	41.4	-0.5
Pace South Division	45.6	45.1	-1.1	61.0	49.6	-18.7	34.5	37.6	9.0
Pace Southwest Div.	38.1	40.6	6.6	33.0	33.2	0.6	N/O	N/O	--
Pace West Division	55.7	53.8	-3.4	46.0	43.2	6.1	38.7	38.2	-1.3
SATELLITE SYSTEM									
Aurora	34.7	34.4	-0.9	29.9	29.1	-2.7	N/O	N/O	--
Elgin	41.5	39.3	-5.3	29.3	27.1	-7.5	N/O	N/O	--
Joliet	27.3	27.4	0.4	26.0	27.0	3.8	17.4	19.5	12.1
Pace North Division	24.7	25.3	2.4	33.9	31.7	-6.5	40.3	34.3	-14.9
OTHER SUBSIDIZED									
Glen Ellyn	59.5	58.7	-1.3	N/O	N/O	--	N/O	N/O	--
Highland Park	21.3	20.9	-1.9	17.9	15.6	-12.8	N/O	N/O	--
Melrose Park	12.4	11.3	-8.9	10.0	11.8	18.0	N/O	N/O	--
Naperville	52.0	42.7	-17.9	N/O	N/O	--	N/O	N/O	--
Niles	19.4	20.2	4.1	22.5	22.7	0.9	13.3	16.3	22.6
Wilmette	58.0	50.1	-13.6	39.6	38.9	1.8	30.5	31.3	2.6
ROUTE #835	23.7	23.7	0.0	N/O	N/O	--	N/O	N/O	--
Contracted Service	18.1	16.3	-9.9	8.0	9.1	13.8	N/O	N/O	--

N/O Not Operating

* Carrier Productivity is determined by dividing total passengers by total Revenue Hours for the quarter.

TABLE VII.

PACE
SUBURBAN BUS SERVICE
RIDERSHIP COMPARISON
JANUARY, 1980 THROUGH DECEMBER, 1985

MONTH	1980	1981	1982	1983	1984	1985	1984 VS. 1985 INCREASE (DECREASE)
JANUARY	3,207,789	3,112,787	1,995,238	2,433,075	2,773,484	3,029,656	9.2%
FEBRUARY	3,163,737	2,973,205	2,157,008	2,381,203	2,863,957	2,943,165	2.8%
MARCH	3,316,266	3,210,253	2,501,799	2,745,408	3,063,596	3,246,675	6.0%
APRIL	3,327,688	3,035,679	2,300,821	2,533,871	2,897,795	3,247,812	12.1%
MAY	3,269,149	2,898,302	2,195,498	2,592,727	3,145,848	3,343,829	6.3%
JUNE	2,927,076	1,456,908	2,179,035	2,403,963	2,772,835	2,825,869	1.9%
JULY	2,849,905	1,181,761	2,044,778	2,157,543	**2,660,935**	**2,919,531**	**9.7%**
AUGUST	2,890,767	1,371,114	2,142,762	2,437,451	2,945,161	3,070,981	4.3%
SEPTEMBER	3,396,375	1,762,712	2,424,187	2,700,685	2,846,714	3,117,117	9.5%
OCTOBER	3,656,220	1,956,199	2,467,724	2,805,720	3,400,830	3,528,942	3.8%
NOVEMBER	3,190,968	1,907,391	2,374,908	2,752,210	3,129,144	3,086,028	-1.4%
DECEMBER	3,039,554	1,984,277	2,350,175	2,576,870	2,795,380	2,962,206	6.0%
TOTAL	38,235,494	26,850,588	27,133,933	30,520,726	35,295,679	37,321,811	

WITHOUT PARATRANSIT
YEAR TO DATE RIDERSHIP COMPARISON

1985 - 37,321,811

1984 - 35,295,679

% of Change - 5.7%

WITH PARATRANSIT
YEAR TO DATE RIDERSHIP COMPARISON

1985 - 38,379,104

1984 - 36,282,953

% of Change - 5.8%

ROUTE PRODUCTIVITY RANKINGS

As another element of this report, route productivity rankings have been prepared for each service group. Specifically, a passenger trip productivity index was computed for each route to measure the extent to which a particular service was utilized (passenger trips) versus the quantity of service supplied (revenue hours or number of vehicles required). This index was then used to rank each route.

The primary purpose in presenting route level statistics in this fashion is to identify those routes requiring additional attention because of their relatively low level of performance. As such, the productivity rankings are intended only as a way to target certain services for detailed analysis and the development of specific service actions. Such actions may eventually include adjustments in routing, improvements in the quality of service provided, reduction in service, elimination of service, or improved marketing efforts.

Route Service Performance Standards

Ridership standards are developed for each type of route -- inner suburban, outer suburban, satellite city, and feeder. Routes are evaluated quarterly using ridership and financial performance data. Comparisons between similarly classified routes indicate which routes should be examined more carefully for possible service changes. Financial performance is evaluated against a mandated farebox recovery ratio set by the RTA Board each year. Routes must meet the following standards based on route classification average.

	REGULAR ROUTES			FEEDER ROUTES
	Inner Suburban	Outer Suburban	Satellite City	Feeders
1. Ridership - percentage of classification average	40%	50%	50%	40%
2. Farebox Recovery Ratio - percentage of mandated standard for specified year	50%	50%	50%	40%

Routes in each classification will be listed in order based on ridership performance. Routes which do not meet ridership standards will be placed on a review list. During the review process, service may be changed to improve route performance.

The farebox recovery ratio of each route on the review list will be examined. If the farebox recovery ratio equals or exceeds the standard for comparable routes, it remains on the review list. If the route exhibits a farebox recovery ratio below the standard for comparable routes, it will be placed on the targeted route list. A route is placed on the targeted route list only when it fails to meet or exceed ridership performance standards and farebox recovery ratio standards.

It is important to note that the farebox recovery ratio is estimated based on periodic revenue sampling by route. This is necessitated by the fact that accurate revenue by route is difficult to obtain due to route interlining, and some non-registering fareboxes.

Transfers, monthly passes and reduced fares also have an impact on this calculation. Staff is in the process of establishing a more accurate data base for farebox recovery ratios per route.

INNER SUBURBAN SERVICES - WEEKDAYS

Total Number of Routes: 78
Average Productivity: 43.0 Passenger trips/revenue hour
Number of Routes for Review: 7 (17.2 Passenger Trips/Revenue Hour or Less)

	ROUTES FOR REVIEW	CARRIER	PRODUCTIVITY	PERCENT OF AVERAGE SYSTEM PRODUCTIVITY
695	Arlington Hgts-Woodfield	O'Hare	7.6	17.7%
405	Randhurst-Elk Grove-Wdfld	Our Town	8.2	19.1%
693	Arlington Hgts-Palatine	Westway	9.3	21.6%
697	Roselle-Woodfield	Kammes	10.6	24.7%
441	Melrose Park	Melrose Park	11.3	26.3%
211	Wheeling-Loop	NORTRAN	12.0	27.9%
358	Torrence	Pace South	15.4	35.8%

INNER SUBURBAN TARGETED ROUTES - WEEKDAYS

ROUTE NUMBER	PRODUCTIVITY	FAREBOX RECOVERY* RATIO
358 - Torrence	15.4	.12

INNER SUBURBAN SERVICE - SATURDAY

Total Number of Routes: 52
Average Productivity: 37.6 Passenger trips/revenue hour
Number of Routes for Review: 3 (15.0 Passenger Trips/Revenue Hour or Less)

	ROUTES FOR REVIEW	CARRIER	PRODUCTIVITY	PERCENT OF AVERAGE SYSTEM PRODUCTIVITY
441	Melrose Park	Melrose Park	7.5	19.9%
385	87th/111th	Pace S.W.	7.5	19.9%
693	Arlington Hgts-Woodfield	Westway	11.8	31.4%

INNER SUBURBAN TARGETED ROUTES - SATURDAY

	ROUTE NUMBER	PRODUCTIVITY	FAREBOX RECOVERY* RATIO
385	87th/111th	7.5	.08
@693	Arlington Hgts-Woodfield	11.8	.13

* - Mandated Farebox Recovery Ratio for 1985 is 28.23.
@ - Saturday service was discontinued 1/18/86.

INNER SUBURBAN SERVICE - SUNDAY

Total Number of Routes: 28
Average Productivity: 37.6 Passenger Trips/Revenue hour
Number of Routes for Review: 4 (15.0 Passenger Trips/Revenue Hour or Less)

	ROUTES FOR REVIEW	CARRIER	PRODUCTIVITY	PERCENT OF AVERAGE SYSTEM PRODUCTIVITY
210	Glenview-Loop	NORTRAN	11.5	30.6%
364	159th Street	Pace South	12.0	31.9%
411	Niles	Niles	14.9	39.6%
332	Elmhurst/York Road	Pace West	15.0	39.5%

INNER SUBURBAN TARGETED ROUTES - SUNDAY

	ROUTE NUMBER	PRODUCTIVITY	FAREBOX RECOVERY* RATIO
364	159th Street	12.0	.13
332	Elmhurst/York Road	15.0	.08

SATELLITE SERVICE - WEEKDAYS

Total Number of Routes: 48
Average Productivity: 32.0 Passenger Trips/Revenue hour
Number of Routes for Review: 4 (16.0 Passenger Trips/Revenue Hour or Less)

	ROUTES FOR REVIEW	CARRIER	PRODUCTIVITY	PERCENT OF AVERAGE SYSTEM PRODUCTIVITY
573	Lk. Villa-Clg of Lk County	Pace North	5.2	16.3%
566	Vernon Hills	Pace North	8.0	25.0%
508	Larkin Crosstown	Joliet	13.5	42.2%
832	Joliet/Cicero	Joliet	15.0	46.9%

SATELLITE TARGETED ROUTES - WEEKDAY

	ROUTE NUMBER	PRODUCTIVITY	FAREBOX RECOVERY* RATIO
573	Lk. Villa-Clg of Lk Cty.	5.2	.05
566	Vernon Hills	8.0	.06
508	Larkin Crosstown	13.5	.12

* Mandated Farebox Recovery Ratio for 1985 is 28.23

SATELLITE SERVICE - SATURDAY

Total Number of Routes: 40
Average Productivity: 28.3 Passenger Trips/Revenue hour
Number of Routes for Review: 3 (14.2 Passenger Trips/Revenue Hour or Less)

	ROUTES FOR REVIEW	CARRIER	PRODUCTIVITY	PERCENT OF AVERAGE SYSTEM PRODUCTIVITY
549	McLean	Elgin	10.4	36.7%
532	Randall Road	Aurora	11.5	40.6%
533	Molitor Road	Aurora	12.5	44.2%

SATELLITE TARGETED ROUTES - SATURDAY

ROUTE NUMBER	PRODUCTIVITY	FAREBOX RECOVERY* RATIO
549	10.4	.09
532	11.5	.08
533	12.5	.09

OUTER SUBURBAN SERVICE - WEEKDAY

Total Number of Routes: 18
Average Productivity: 20.7 Passenger Trips/Revenue hour
Number of Routes for Review: 4 (10.4 Passenger Trips/Revenue Hour or Less)

	ROUTES FOR REVIEW	CARRIER	PRODUCTIVITY	PERCENT OF AVERAGE SYSTEM PRODUCTIVITY
668	Countryside-LaGrange	Gresham	0.7	3.4%
806	Fox Lake-Crystal Lake	Worts	7.1	34.3%
807	Woodstock-McHenry	Worts	7.6	36.7%
805	Crystal Lk-Spg. Hill Mall	Worts	9.1	44.0%

OUTER SUBURBAN TARGETED ROUTES - WEEKDAY

ROUTE NUMBER	PRODUCTIVITY	FAREBOX RECOVERY RATIO
@ 668	0.7	.02

* Mandated Farebox Recovery Ratio for 1985 is 28.23.
@ New route which started 12/2/85.

OUTER SUBURBAN SERVICE - SATURDAY

Total Number of Routes: 12
Average Productivity: 14.8 Passenger Trips/Revenue hour
Number of Routes for Review: 2 (7.4 Passenger Trips/Revenue Hour or Less)

	ROUTES FOR REVIEW	CARRIER	PRODUCTIVITY	PERCENT OF AVERAGE SYSTEM PRODUCTIVITY
809	McHenry County	Worts	5.8	39.2%
711	Wheaton-Carol Stream-Straf.	CBS	6.8	45.9%

OUTER SUBURBAN TARGETED ROUTES - SATURDAY

ROUTE NUMBER	PRODUCTIVITY	FAREBOX RECOVERY* RATIO
809	5.8	.14
711	6.8	.12

FEEDER ROUTE PRODUCTIVITY - WEEKDAYS

Total Number of Routes: 80
Average Productivity: 71 Passenger Trips/Per Bus
Number of Routes for Review: 4 (28 Passenger Trips Per Bus)

	ROUTES FOR REVIEW	CARRIER	PRODUCTIVITY	PERCENT OF AVERAGE SYSTEM PRODUCTIVITY
694	Mount Prospect Feeder	Westway	5	7.0%
705	S. Central Wheaton Feeder	CBS	12	16.9%
717	Naperville-Oak Brook	Naperville	13	18.3%
721/2	Palatine NW and North	Westway	25	35.2%

FEEDER TARGETED ROUTES - WEEKDAYS

ROUTE NUMBER	PRODUCTIVITY	FAREBOX RECOVERY* RATIO
694	5	.02
# 705	12	.05
@ 717	13	.07

* Mandated Farebox Recovery Ratio for 1985 is 28.23
@ Route eliminated October 25, 1985.
# New route which started 12/2/85.

INNER SUBURBAN

WEEKDAYS

ABOVE SYSTEM AVERAGE			BELOW SYSTEM AVERAGE		
RANK	ROUTE #	PASS. TRIPS PER REV. HOUR	RANK	ROUTE #	PASS. TRIPS PER REV. HOUR
1	310	112.5	38	320	42.1
2	384	108.2	39	212	41.8
3	303	95.4	40	221	41.8
4	308	93.2	41	359	41.6
5	225	90.5	42	382	39.4
6	322	76.6	43	366	39.2
7	301	75.0	44	331	38.6
8	353	73.2	45	226	34.5
9	304	69.2	46	319	34.4
10	270	67.6	47	379	34.1
11	349	66.3	48	350	32.9
12	213	65.0	49	364	30.1
13	215	63.9	50	234	29.5
14	423	63.7	51	380	29.4
15	311	63.2	52	383	27.7
16	223	61.5	53	355	27.1
17	228	61.0	54	452	26.8
18	307	60.2	55	412	26.5
29	318	59.4	56	220	25.8
20	290/1	58.5	57	216	24.1
21	315	58.2	58	690	23.9
22	250	55.5	59	835	23.7
23	352	54.1	60	233	23.6
24	230	51.9	61	384	22.0
25	309	50.5	62	325	22.9
26	312	49.8	63	451	22.4
27	222	49.6	64	386	22.2
28	305	49.3	65	210	21.5
39	208	48.9	66	330	21.1
30	302	48.8	67	370	20.7
31	209	46.6	68	411	19.1
32	421	45.2	69	385	18.7
33	422	45.0	70	332	18.7
34	357	44.3	71	232	17.7
35	240	44.2	72	358	15.4
36	313	44.0	73	211	12.0
37	241	43.1	74	441	11.3
			75	697	10.6
			76	693	9.3
			77	405	8.2
			78	695	7.6

SYSTEM AVERAGE 43.0

INNER SUBURBAN

SATURDAY

ABOVE SYSTEM AVERAGE			BELOW SYSTEM AVERAGE		
RANK	ROUTE #	PASS. TRIPS PER REV. HOUR	RANK	ROUTE #	PASS. TRIPS PER REV. HOUR
1	322	76.3	25	313	37.2
2	303	70.3	26	309	36.9
3	310	68.4	27	366	35.0
4	304	65.4	28	423	34.4
5	270	64.5	29	311	32.8
6	349	62.5	30	412	32.3
7	215	62.3	31	421	31.1
8	352	61.8	32	364	30.0
9	381	61.5	33	319	28.1
10	308	57.5	34	383	27.5
11	307	55.2	35	320	26.7
12	353	52.6	36	315	26.6
13	209	51.8	37	234	25.1
14	290	51.1	38	302	24.3
15	359	46.3	39	384	23.4
16	250	46.3	40	358	22.2
17	208	45.9	41	386	22.0
18	213	45.0	42	411	20.7
19	422	44.3	43	331	20.5
20	318	43.2	44	382	20.4
21	305	42.7	45	355	20.2
22	301	40.9	46	220	18.5
23	212	40.8	47	330	17.0
24	357	37.7	48	332	16.2
			49	210	15.3
			50	441	11.8
			51	385	7.5
SYSTEM AVERAGE		37.6	52	693	7.5

SUNDAY

ABOVE SYSTEM AVERAGE			BELOW SYSTEM AVERAGE		
RANK	ROUTE #	PASS. TRIPS PER REV. HOUR	RANK	ROUTE #	PASS. TRIPS PER REV. HOUR
1	270	78.6	13	208	34.6
2	304	69.2	14	313	32.4
3	322	67.3	15	422	31.3
4	215	63.6	16	290	30.8
5	303	60.2	17	357	28.7
6	355	55.2	18	311	28.4
7	307	53.9	19	250	28.2
8	349	53.2	20	309	25.7
9	308	45.5	21	412	23.4
10	353	43.4	22	315	21.1
11	352	43.0	23	366	21.0
12	209	42.9	24	330	18.3
			25	332	15.0
			26	411	14.9
			27	364	12.0
SYSTEM AVERAGE		37.6	28	210	11.5

SATELLITE

WEEKDAYS

ABOVE SYSTEM AVERAGE			BELOW SYSTEM AVERAGE		
RANK	ROUTE	PASS. TRIPS PER REVENUE HOUR	RANK	ROUTE	PASS. TRIPS PER REVENUE HOUR
1	526	60.4	23	553	31.5
2	543	55.8	24	502	30.7
3	545	55.0	25	507	30.4
4	544	53.3	26	522	28.9
5	542	53.0	27	549	28.6
6	527	52.4	28	564	28.3
7	547	48.0	29	563	26.5
8	521	47.8	30	504	26.1
9	541	46.5	31	565	25.9
10	546	45.3	32	561	24.9
11	529	43.5	33	524	24.5
12	548	41.6	34	562	23.3
13	506	40.6	35	572	22.6
14	523	39.6	36	505	22.1
15	525	38.1	37	509	21.7
16	571	37.7	38	831	20.5
17	501	36.6	39	531	20.4
18	528	35.0	40	533	20.3
19	530	34.9	41	552	19.6
20	503	32.2	42	570	19.5
21	567	32.2	43	532	18.1
22	568	32.1	44	569	17.9
			45	832	15.0
			46	508	13.5
			47	566	8.0
			48	573	5.2

SYSTEM AVERAGE 32.0

SATELLITE

SATURDAYS

ABOVE SYSTEM AVERAGE			BELOW SYSTEM AVERAGE		
RANK	ROUTE	PASS. TRIPS PER REVENUE HOUR	RANK	ROUTE	PASS. TRIPS PER REVENUE HOUR
1	501	58.7	18	552	27.3
2	567	53.8	19	506	25.5
3	530	51.8	20	504	24.9
4	523	48.6	21	521	24.1
5	507	46.1	22	528	23.8
6	526	42.6	23	571	23.6
7	545	42.0	24	509	22.2
8	568	41.9	25	522	21.3
9	547	39.4	26	524	20.6
10	542	37.1	27	529	20.5
11	544	36.8	28	548	20.5
12	541	34.6	29	553	20.5
13	525	32.1	30	561/2	20.0
14	502	31.0	31	564	19.5
15	543	29.5	32	505	19.4
16	527	29.1	33	831	19.1
17	546	28.3	34	531	16.0
			35	563	15.4
			36	572	15.4
			37	503	15.1
			38	533	12.5
			39	532	11.5
			40	549	10.4

SYSTEM AVERAGE 28.3

SUNDAY

RANK	ROUTE	PASS. TRIPS PER REVENUE HOUR
1	567	34.1
2	831	18.1

SYSTEM AVERAGE 26.1

OUTER SUBURBAN

WEEKDAYS

ABOVE SYSTEM AVERAGE

RANK	ROUTE #	PASS. TRIPS PER REV. HOUR
1	786	59.1
2	787	53.0
3	472	30.6
4	803	28.5
5	781	28.3
6	473	22.4
7	801	21.3

SYSTEM AVERAGE 20.7

BELOW SYSTEM AVERAGE

RANK	ROUTE #	PASS. TRIPS PER REV. HOUR
8	367	17.6
9	834	17.3
10	471	15.5
11	711	15.1
12	715	14.6
13	474	13.6
14	808	10.7
15	805	9.1
16	807	7.6
17	806	7.1
18	668	0.7

SATURDAYS

ABOVE SYSTEM AVERAGE

RANK	ROUTE #	PASS. TRIPS PER REV. HOUR
1	803	33.1
2	367	22.2
3	472	19.0
4	473	17.4
5	834	17.0

SYSTEM AVERAGE 14.8

BELOW SYSTEM AVERAGE

RANK	ROUTE #	PASS. TRIPS PER REV. HOUR
6	471	14.1
7	715	12.0
8	805	11.3
9	801	10.9
10	474	8.4
11	711	6.8
12	809	5.8

FEEDER ROUTE PRODUCTIVITY RANKINGS
(OCTOBER - DECEMBER, 1985)

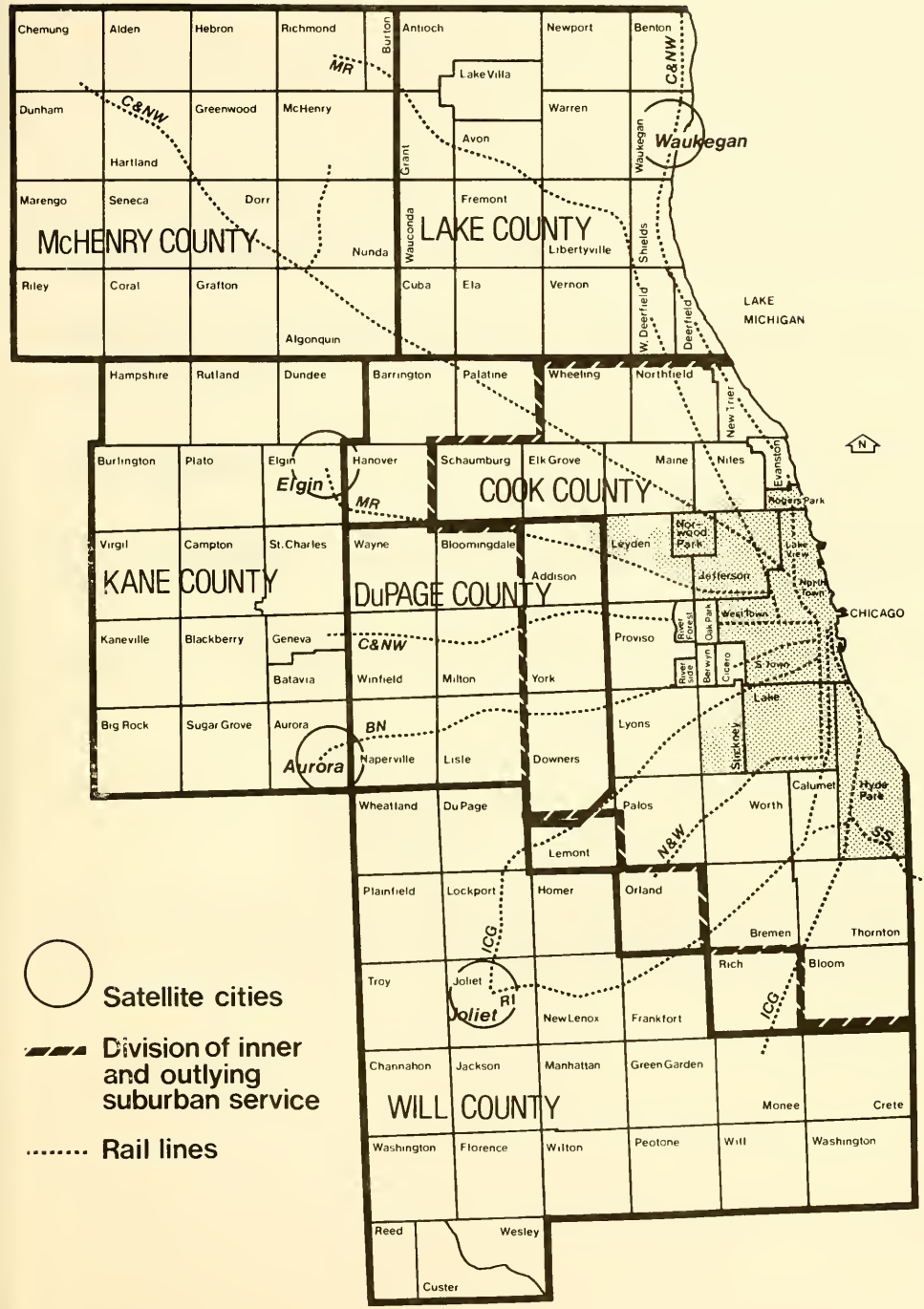
ABOVE SYSTEM AVERAGE

RANK	ROUTE	DAILY PASS. TRIPS PER BUS
1	663	163
2	683	133
3	677	122
4	643/5	120
5	826	119
6	662	116
7	686	115
8	664	114
9	642	113
9	706	113
11	661	111
11	684	111
13	707/13	109
14	678	105
15	685	99
16	641	98
17	652	96
18	665	95
18	828	95
20	710	94
21	646	91
22	460	88
22	653	88
22	740	88
25	674	85
25	689	85
27	362	83
27	654	83
27	687	83
30	688	81
31	657	78
31	680	78
33	644	76
33	820	76
33	448	76
36	669	75

SYSTEM AVERAGE 71

BELOW SYSTEM AVERAGE

RANK	ROUTE	DAILY PASS. TRIPS PER BUS
37	708/12	70
37	821	70
39	709	69
40	656	68
40	824	68
42	681	66
43	682	65
44	750	61
44	822	61
46	604	59
47	702	57
47	823	57
49	700	56
49	698	56
49	751	56
52	703	55
53	676	53
54	829	52
55	453	51
55	655	51
55	666	51
55	679	51
59	454	50
59	726	50
61	827	48
62	603	46
62	723	46
62	753	46
65	407	45
66	602	44
66	605	44
66	621	44
66	672	44
70	244	43
71	720	42
72	369	41
73	725/8	40
73	825	40
75	632	39
76	622	37
77	721/22	25
78	717	13
79	705	12
80	694	5


Chemung
Alden
Hebron
Richmond
MR
Burton
Antioch
Newport
Benton
C&NW
Lake Villa
Dunham
C&NW
Greenwood
McHenry
Warren
Grant
Avon
Waukegan
Waukegan
Hartland
Marengo
Seneca
Dorr
Fremont
McHENRY COUNTY
Nunda
Wauconda
LAKE COUNTY
Libertyville
Shields
Riley
Coral
Grafton
Cuba
Ela
Vernon
W. Deerfield
Deerfield
LAKE
MICHIGAN
Algonquin
Hampshire
Rutland
Dundee
Barrington
Palatine
Wheeling
Northfield
New Trier
Burlington
Plato
Elgin
Hanover
Schaumburg
Elk Grove
Maine
Niles
Evanston
Elgin
MR
COOK COUNTY
Rogers Park
Virgil
Campton
St. Charles
Wayne
Bloomingdale
Leyden
Morwood Park
Lake View
KANE COUNTY
DuPAGE COUNTY
Addison
Jefferson
North Town
CHICAGO
Kaneville
Blackberry
Geneva
C&NW
Proviso
River Forest
Oak Park
Wesltown
Batavia
Winfield
Milton
York
Berwyn
Cicero
S. Town
Lake
Big Rock
Sugar Grove
Aurora
BN
Lyons
Stickney
Aurora
Naperville
Lisle
Downers
Calumet
Hyde Park
Wheatland
DuPage
Palos
Worth
Lemont
N&W
SS
Plainfield
Lockport
Homer
Orland
ICG
Bremen
Thornton
Rich
Bloom
Troy
Joliet
RI
Joliet
New Lenox
Frankfort
ICG
Channahon
Jackson
Manhattan
Green Garden
WILL COUNTY
Monee
Crete
Washington
Florence
Wilton
Peotone
Will
Washington
Reed
Wesley
Custer
Satellite cities
Division of inner and outlying suburban service
Rail lines

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY

The data presented in this summary are categorized according to the following four service groupings:

Inner Suburban Services (IN): includes most regular fixed-route services operating in Cook County.

Outer Suburban Services (OT): includes all regular fixed-route services operating in the five collar counties not included in Inner Suburban and Satellite categories.

Satellite Cities (S): includes all regular fixed-routes in Aurora, Elgin, Joliet and Waukegan.

Feeder Services (FD): a generic classification of service, including all routes only providing a commuter rail feeder function, or reverse commuter function.

A region map illustrating Inner, Outer and Satellite areas is shown on the following page.

Notes:

Service Groups:

IN - Inner Suburban
OT - Outer Suburban
S - Satellite
FD - Feeder

Farebox Recovery Ratio: Vehicle hours were used in calculating the estimated farebox recovery ratio for all subsidized carriers. However, in computing the contract routes (CNT), service hours were used because the time traveled to and from the garage changes greatly depending on what carrier services the route.

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY

#	ROUTE NAME	SERVICE GROUP	SERVICE DAY	AVERAGE DAILY RIDERSHIP 1984	AVERAGE DAILY RIDERSHIP 1985	% CHANGE	VEHICLE HOURS	ESTIMATED COST	ESTIMATED REVENUE	ESTIMATED FAREBOX RECOVERY RATIO
208	Evanston-Golf Mill	IN	WKDY	1234	1260	2.1	36.78	1380	491	.36
208	Evanston-Golf Mill	IN	SAT	629	562	-10.7	20.29	761	219	.29
208	Evanston-Golf Mill	IN	SUN/HOL	291	279	-4.1	10.50	394	109	.28
209	Woodfield-Harlem CTA	IN	WKDY	3048	3091	1.4	82.03	3078	1205	.39
209	Woodfield-Harlem CTA	IN	SAT	1394	1452	4.2	35.00	1313	566	.43
209	Woodfield-Harlem CTA	IN	SUN/HOL	698	704	0.9	20.47	768	275	.36
210	Glenview-Loop	IN	WKDY	1142	1087	-4.8	68.17	2558	1087	.42
210	Glenview-Loop	IN	SAT	275	254	-7.6	21.07	791	254	.32
210	Glenview-Loop	IN	SUN/HOL	197	157	-20.3	17.32	650	157	.24
211	Wheeling-Loop	IN	WKDY	241	236	-2.1	24.44	917	236	.26
212	Northbrook Ct.-Evanston	IN	WKDY	1249	1353	8.3	46.66	1751	528	.30
212	Northbrook Ct.-Evanston	IN	SAT	738	716	-3.0	25.05	940	279	.30
213	Green Bay Road	IN	WKDY	1861	1890	1.6	50.65	1900	737	.39
213	Green Bay Road	IN	SAT	829	841	1.4	26.92	1010	328	.32
215	Old Orchard-Howard	IN	WKDY	2395	2488	3.9	54.90	2060	970	.42
215	Old Orchard-Howard	IN	SAT	1243	1194	-3.9	27.60	1036	466	.45
215	Old Orchard-Howard	IN	SUN/HOL	835	899	7.7	19.19	720	351	.49
216	Skokie Local	IN	WKDY	191	235	23.0	14.44	542	92	.17
220	Glenview-O'Hare	IN	WKDY	936	1013	8.2	48.06	1803	395	.22
220	Glenview-O'Hare	IN	SAT	340	357	5.0	23.76	891	139	.16
221	W. DesPlaines-River Road CTA	IN	WKDY	572	625	9.3	20.08	753	244	.32
222	Rosemont Ind., River Rd. CTA, Horizon	IN	WKDY	241	269	11.6	7.34	275	105	.38
223	Elk Grove Village Express	IN	WKDY	522	712	36.4	18.65	700	278	.40

N/A - Not Available
N/O - Not In Operation

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY

#	ROUTE NAME	SERVICE GROUP	SERVICE DAY	AVERAGE DAILY RIDERSHIP 1984	AVERAGE DAILY RIDERSHIP 1985	% CHANGE	VEHICLE HOURS	ESTIMATED COST	ESTIMATED REVENUE	ESTIMATED FAREBOX RECOVERY RATIO
225	Jeff. Pk.-Howard Ind.	IN	WKDY	417	382	-8.4	6.37	239	149	.62
226	Oakton	IN	WKDY	1631	1723	5.6	66.37	2490	672	.27
228	North Harlem	IN	WKDY	807	932	15.5	23.38	877	363	.41
230	South Des Plaines	IN	WKDY	999	891	-10.8	25.68	964	348	.36
232	West Des Plaines	IN	WKDY	140	114	-18.6	10.10	379	44	.12
233	Southwest Des Plaines	IN	WKDY	235	208	-11.5	12.02	451	81	.18
234	Wheeling	IN	WKDY	664	672	1.2	34.33	1288	262	.20
234	Wheeling	IN	SAT	395	293	-25.8	16.42	616	114	.19
240	Park Ridge/Dee Road	IN	WKDY	893	950	6.4	35.98	1350	371	.27
241	Park Ridge/Greenwood	IN	WKDY	853	901	5.6	35.64	1337	351	.26
244	Deerfield	FD	WKDY	36	43	19.4	6.88	258	17	.07
250	Dempster	IN	WKDY	3361	3356	-0.1	93.71	3516	1309	.37
250	Dempster	IN	SAT	1400	1297	-7.4	37.93	1423	506	.36
250	Dempster	IN	SUN/HOL	681	625	-8.2	28.64	1075	244	.23
270	Milwaukee	IN	WKDY	4615	4576	-0.8	96.37	3616	1785	.49
270	Milwaukee	IN	SAT	2342	2516	7.4	59.39	2228	981	.44
270	Milwaukee	IN	SUN/HOL	1333	1310	-1.7	21.67	813	511	.63
290/1	Touhy	IN	WKDY	4795	5014	4.6	120.68	4528	1955	.43
290	Touhy	IN	SAT	1405	1502	6.9	42.53	1596	586	.37
290	Touhy	IN	SUN/HOL	696	775	11.4	37.62	1412	302	.21
301	Roosevelt	IN	WKDY	1180	1594	35.1	27.18	1326	574	.43
301	Roosevelt	IN	SAT	387	374	-3.4	11.67	569	135	.24

N/A - Not Available
N/O - Not In Operation

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY

#	ROUTE NAME	SERVICE GROUP	SERVICE DAY	AVERAGE DAILY RIDERSHIP 1984	AVERAGE DAILY RIDERSHIP 1985	% CHANGE	VEHICLE HOURS	ESTIMATED COST	ESTIMATED REVENUE	ESTIMATED FAREBOX RECOVERY RATIO
302	Ogden/Stanley	IN	WKDY	1056	1035	-2.0	26.18	1277	373	.29
302	Ogden/Stanley	IN	SAT	363	329	-9.4	19.80	966	118	.12
303	Madison St./19th	IN	WKDY	1346	1393	3.5	22.05	1075	501	.47
303	Madison St./19th	IN	SAT	743	784	5.5	15.67	764	282	.37
303	Madison St./19th	IN	SUN	547	517	-5.5	13.35	651	186	.29
304	Cicero-LaGrange	IN	WKDY	1863	1960	5.2	32.42	1581	706	.45
304	Cicero-LaGrange	IN	SAT	1035	971	-6.2	19.33	943	350	.37
304	Cicero-LaGrange	IN	SUN/HOL	615	697	13.3	14.38	701	251	.36
305	Cicero-River Forest	IN	WKDY	2291	2238	-2.3	54.69	2667	806	.30
305	Cicero-River Forest	IN	SAT	923	870	-5.7	24.18	1179	313	.27
307	Harlem	IN	WKDY	4476	4518	0.9	95.05	4636	1626	.35
307	Harlem	IN	SAT	2705	2758	2.0	60.95	2973	993	.33
307	Harlem	IN	SUN/HOL	961	1543	60.6	36.52	1781	555	.31
308	Medical Center	IN	WKDY	1296	1324	2.2	27.50	1341	477	.36
308	Medical Center	IN	SAT	571	601	5.3	17.30	844	216	.26
308	Medical Center	IN	SUN/HOL	432	461	6.7	16.62	811	166	.20
309	Lake	IN	WKDY	1518	1466	-3.4	36.25	1768	528	.30
309	Lake	IN	SAT	584	531	-9.1	15.18	740	191	.26
309	Lake	IN	SUN/HOL	226	224	-1.8	9.58	467	81	.17
310	Madison	IN	WKDY	1632	1635	0.2	23.43	1143	589	.52
310	Madison	IN	SAT	454	552	21.6	11.02	537	199	.37
311	Oak Park Avenue	IN	WKDY	2843	2699	-5.1	54.70	2668	972	.36
311	Oak Park Avenue	IN	SAT	966	854	-11.6	33.75	1646	307	.19
311	Oak Park Avenue	IN	SUN/HOL	341	361	5.9	15.98	779	130	.17
312	Ogden	IN	WKDY	120	237	97.5	7.30	356	85	.24
313	St. Charles Road	IN	WKDY	1861	1926	3.5	55.85	2724	693	.25
313	St. Charles Road	IN	SAT	988	946	-4.3	25.98	1267	341	.27
313	St. Charles Road	IN	SUN/HOL	445	489	9.9	17.33	845	176	.21

N/A - Not Available
N/O - Not In Operation

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY

#	ROUTE NAME	SERVICE GROUP	SERVICE DAY	AVERAGE DAILY RIDERSHIP 1984	1985	% CHANGE	VEHICLE HOURS	ESTIMATED COST	ESTIMATED REVENUE	ESTIMATED FAREBOX RECOVERY RATIO
315	Austin/Ridgeland	IN	WKDY	1291	1281	-0.8	30.70	1497	461	.31
315	Austin/Ridgeland	IN	SAT	355	321	-9.6	16.48	804	116	.14
315	Austin/Ridgeland	IN	SUN/HOL	132	135	2.3	7.62	372	49	.13
318	West North Ave.	IN	WKDY	1320	1486	12.6	31.17	1520	535	.35
318	West North Ave.	IN	SAT	392	449	14.5	15.81	771	162	.21
319	Grand Avenue	IN	WKDY	832	878	5.5	31.38	1530	316	.21
319	Grand Avenue	IN	SAT	355	355	0.0	16.18	789	128	.16
320	Madison Street	IN	WKDY	528	546	3.4	18.35	895	197	.22
320	Madison Street	IN	SAT	126	99	-21.4	7.55	368	36	.10
322	22nd Street	IN	WKDY	3897	3953	1.4	92.92	4532	1423	.31
322	22nd Street	IN	SAT	1581	1572	-0.6	37.99	1853	566	.31
322	22nd Street	IN	SUN/HOL	960	893	-7.0	27.30	1331	321	.24
325	25th Avenue	IN	WKDY	432	410	-5.1	23.93	1167	148	.13
330	Mannheim/LaGrange	IN	WKDY	768	963	25.40	58.06	2832	347	.12
330	Mannheim/LaGrange	IN	SAT	213	221	3.8	15.87	774	80	.10
330	Mannheim/LaGrange	IN	SUN/HOL	141	163	15.6	17.63	860	59	.07
331	Cumberland/5th Avenue	IN	WKDY	2062	2078	0.8	68.73	3352	748	.22
331	Cumberland/5th Avenue	IN	SAT	310	406	31.0	22.95	1119	146	.13
332	Elmhurst/York Road	IN	WKDY	447	433	-3.1	28.88	1408	156	.11
332	Elmhurst/York Road	IN	SAT	188	139	-26.1	11.70	571	50	.09
332	Elmhurst/York Road	IN	SUN/HOL	79	75	-5.1	6.92	337	27	.08
349	South Western	IN	WKDY	4291	3872	-9.8	76.12	2910	1704	.59
349	South Western	IN	SAT	3794	3390	-10.6	67.12	2566	1492	.58
349	South Western	IN	SUN/HOL	2025	2235	10.4	50.73	1939	983	.51
350	Sibley	IN	WKDY	280	415	48.2	16.04	613	183	.30

N/A - Not Available
N/O - Not In Operation

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY

#	ROUTE NAME	SERVICE GROUP	SERVICE DAY	AVERAGE DAILY RIDERSHIP 1984	AVERAGE DAILY RIDERSHIP 1985	% CHANGE	VEHICLE HOURS	ESTIMATED COST	ESTIMATED REVENUE	ESTIMATED FAREBOX RECOVERY RATIO
352	Halsted	IN	WKDY	2756	4846	75.8	100.60	3846	2132	.55
352	Halsted	IN	SAT	1405	3184	126.6	59.57	2277	1401	.62
352	Halsted	IN	SUN	464	1020	119.8	28.88	1104	449	.41
353	Thornton-Riverdale	IN	WKDY	172	4223*	*	74.35	2842	1858	.65
353	Thornton-Riverdale	IN	SAT	N/O	1953*	*	47.09	1800	859	.48
353	Thornton-Riverdale	IN	SUN	N/O	1019*	*	29.91	1143	448	.39
355	Lansing	IN	WKDY	1086	1109	2.1	60.51	2313	1220	.53
355	Lansing	IN	SAT	254	199	-21.7	14.42	551	88	.16
355	Lansing	IN	SUN	103	132	28.2	4.40	168	58	.35
357	Lincoln Highway	IN	WKDY	1046	1149	9.8	32.15	1229	506	.41
357	Lincoln Highway	IN	SAT	911	1009	10.8	34.63	1324	444	.34
357	Lincoln Highway	IN	SUN	301	454	50.8	17.01	650	200	.31
358	Torrence	IN	WKDY	208	220	5.8	20.49	783	97	.12
358	Torrence	IN	SAT	44	48	9.1	5.45	208	21	.10
359	Robbins/Kedzie	IN	WKDY	1092	1179	8.0	34.82	1331	519	.39
359	Robbins/Kedzie	IN	SAT	415	435	4.8	11.55	442	191	.43
362	South Park Forest	FD	WKDY	67	83	23.9	5.07	194	37	.19
364	159th Street	IN	WKDY	1321	1448	9.6	58.23	2226	637	.29
364	159th Street	IN	SAT	611	770	26.0	31.73	1213	339	.28
364	159th Street	IN	SUN	248	290	16.9	25.10	960	128	.13
366	Park Forest-Chicago Hts.	IN	WKDY	397	362	-8.8	10.81	413	159	.38
366	Park Forest-Chicago Hts.	IN	SAT	189	186	-1.6	7.42	284	82	.29
366	Park Forest-Chicago Hts.	IN	SUN	77	89	15.6	4.68	179	39	.22
367	University Park	OT	WKDY	263	257	-2.3	14.23	544	113	.21
367	University Park	OT	SAT	109	121	11.0	6.47	247	53	.21

*Daily ridership and other 1985 data is based on new revised route which began 9/9/85.
N/A - Not Available
N/O - Not In Operation

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY

#	ROUTE NAME	SERVICE GROUP	SERVICE DAY	AVERAGE DAILY RIDERSHIP 1984	AVERAGE DAILY RIDERSHIP 1985	% CHANGE	VEHICLE HOURS	ESTIMATED COST	ESTIMATED REVENUE	ESTIMATED FAREBOX RECOVERY RATIO
369	Central Park Forest	FD	WKDY	42	41	-2.4	2.75	105	18	.17
370	Harvey-Chicago Hts.	IN	WKDY	391	410	4.9	24.47	935	180	.19
379	West 79th Street	IN	WKDY	382	366	-4.2	13.50	470	143	.30
380	Clearing	IN	WKDY	117	139	18.8	5.50	191	54	.28
381	95th Street	IN	WKDY	3866	4164	7.7	72.80	2533	1617	.64
381	95th Street	IN	SAT	2035	2158	6.0	43.90	1528	842	.55
382	Central	IN	WKDY	319	307	-3.8	12.80	445	120	.27
382	Central	IN	SAT	159	132	-17.0	10.40	362	51	.14
383	Cicero	IN	WKDY	865	853	-1.4	40.40	1406	333	.24
383	Cicero	IN	SAT	346	294	-15.0	19.10	665	115	.17
384	Narragansett/Ridgeland	IN	WKDY	583	575	-1.4	30.00	1044	224	.21
384	Narragansett/Ridgeland	IN	SAT	439	403	-8.2	18.30	637	157	.25
385	87th/111th	IN	WKDY	438	457	4.3	26.10	908	178	.20
385	87th/111th	IN	SAT	152	150	-1.3	21.40	745	59	.08
386	S. Harlem	IN	WKDY	704	764	8.5	40.00	1392	298	.21
386	S. Harlem	IN	SAT	299	319	6.7	18.70	651	124	.19
405	Elk Grove-Woodfield	IN	WKDY	193	210	8.8	29.12	646	130	.20
407	Roselle-Bloomingdale	FD	WKDY	45	45	0.0	4.07	143	26	.18
411	Niles Courtesy System	IN	WKDY	1050	1001	-4.7	58.40	1666	450	.27
411	Niles Courtesy System	IN	SAT	804	719	-10.6	40.40	1153	324	.28
411	Niles Courtesy System	IN	SUN	481	518	7.7	40.40	1153	233	.20
412	Niles Shopping Center	IN	WKDY	256	238	-7.0	9.00	257	107	.42
412	Niles Shopping Center	IN	SAT	263	226	-14.1	7.00	200	102	.51
412	Niles Shopping Center	IN	SUN	151	164	8.6	7.00	200	74	.37

N/A - Not Available
N/O - Not In Operation

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY

#	ROUTE NAME	SERVICE GROUP	SERVICE DAY	AVERAGE DAILY RIDERSHIP 1984	1985	% CHANGE	VEHICLE HOURS	ESTIMATED COST	ESTIMATED REVENUE	ESTIMATED FAREBOX RECOVERY RATIO
421	Wilmette Avenue	IN	WKDY	2100	1487	-29.2	46.48	1228	506	.41
421	Wilmette Avenue	IN	SAT	296	285	-3.7	12.62	333	97	.29
422	Lake Avenue	IN	WKDY	1478	1409	-4.7	42.12	1112	480	.43
422	Lake Avenue	IN	SAT	703	658	-6.4	20.12	531	224	.42
422	Lake Avenue	IN	SUN	183	164	-10.4	7.03	186	56	.30
423	Sheridan	IN	WKDY	1309	1506	15.0	33.48	884	512	.58
423	Sheridan	IN	SAT	279	265	-5.0	9.83	260	90	.35
441	Melrose Park	IN	WKDY	149	158	6.0	13.50	235	95	.40
441	Melrose Park	IN	SAT	100	118	18.0	11.00	188	71	.38
448	South Holland	FD	WKDY	N/O	76	--	5.33	141	33	.23
451	Homewood-Southeast	IN	WKDY	133	145	9.0	7.77	297	64	.22
452	Homewood-Northeast	IN	WKDY	204	189	-7.4	9.85	377	83	.22
453	Homewood-Southwest	FD	WKDY	50	51	2.0	3.48	133	22	.17
454	Homewood-Northwest	FD	WKDY	47	50	6.4	5.16	197	22	.11
460	Hazel Crest	FD	WKDY	99	88	-11.1	3.95	151	39	.26
471	Deerbrook	OT	WKDY	257	240	-6.6	19.70	611	94	.15
471	Deerbrook	OT	SAT	144	131	-9.0	12.05	374	51	.14
472	Fort Sheridan	OT	WKDY	328	299	-8.8	11.51	357	117	.33
472	Fort Sheridan	OT	SAT	143	121	-15.4	7.80	242	47	.19
473	Braeside	OT	WKDY	183	218	19.1	11.80	366	85	.23
473	Braeside	OT	SAT	171	143	-16.4	10.35	321	56	.17
474	Ravinia	OT	WKDY	51	49	-3.9	4.45	138	19	.14
474	Ravinia	OT	SAT	28	26	-7.1	4.05	126	10	.08
501	Forest Pk./W. Jefferson	S	WKDY	935	923	-1.3	37.05	1226	332	.27
501	Forest Pk./W. Jefferson	S	SAT	676	660	-2.4	16.50	546	238	.44

N/A - Not Available
N/O - Not In Operation

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY

#	ROUTE NAME	SERVICE GROUP	SERVICE DAY	AVERAGE DAILY RIDERSHIP 1984	AVERAGE DAILY RIDERSHIP 1985	% CHANGE	VEHICLE HOURS	ESTIMATED COST	ESTIMATED REVENUE	ESTIMATED FAREBOX RECOVERY RATIO
502	Cass/Marquette Gardens	S	WKDY	884	751	-15.0	33.26	1100	270	.25
502	Cass/Marquette Gardens	S	SAT	388	393	1.3	16.55	547	141	.26
503	Black Road/Raynor Park	S	WKDY	274	272	-0.7	12.58	416	98	.24
503	Black Road/Raynor Park	S	SAT	92	87	-5.4	8.83	292	31	.11
504	Gardner/South Joliet	S	WKDY	220	239	8.6	12.50	414	86	.21
504	Gardner/South Joliet	S	SAT	143	153	7.0	7.35	343	55	.16
505	Rockdale/Lidice	S	WKDY	463	441	-4.3	23.67	783	159	.20
505	Rockdale/Lidice	S	SAT	274	257	-6.2	16.16	535	93	.17
506	Washington/Second Ave.	S	WKDY	318	372	17.0	13.00	430	134	.31
506	Washington/Second Ave.	S	SAT	147	169	15.0	9.00	298	61	.20
507	Plainfield	S	WKDY	268	280	4.5	17.00	562	101	.18
507	Plainfield	S	SAT	335	277	-17.3	8.40	278	100	.36
508	Larkin Crosstown	S	WKDY	245	246	0.4	22.20	734	89	.12
509	Lockport	S	WKDY	204	221	8.3	13.00	430	80	.19
509	Lockport	S	SAT	133	152	14.3	8.55	283	55	.19
521	High Street	S	WKDY	449	499	11.1	14.33	453	140	.31
521	High Street	S	SAT	178	221	24.2	11.50	364	62	.17
522	Sherman	S	WKDY	308	302	-1.9	13.00	411	85	.21
522	Sherman	S	SAT	220	195	-11.4	11.50	364	55	.15
523	North Lake	S	WKDY	424	413	-2.6	13.00	411	116	.28
523	North Lake	S	SAT	541	445	-17.7	11.50	364	125	.34
524	Downer	S	WKDY	249	256	2.8	13.00	411	72	.18
524	Downer	S	SAT	246	188	-23.6	11.50	364	53	.15
525	Farnsworth Ave.	S	WKDY	393	397	1.0	13.00	411	111	.27
525	Farnsworth Ave.	S	SAT	276	294	6.5	11.50	364	82	.23

N/A - Not Available
N/O - Not In Operation

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY

#	ROUTE NAME	SERVICE GROUP	SERVICE DAY	AVERAGE DAILY RIDERSHIP 1984	1985	% CHANGE	VEHICLE HOURS	ESTIMATED COST	ESTIMATED REVENUE	ESTIMATED FAREBOX RECOVERY RATIO
526	West Plaza	S	WKDY	609	630	3.4	13.00	411	176	.43
526	West Plaza	S	SAT	487	426	-12.5	12.50	396	119	.30
527	Moecherville	S	WKDY	532	546	2.6	13.00	411	153	.37
527	Moecherville	S	SAT	308	266	-13.6	11.50	364	74	.20
528	Fifth Street	S	WKDY	427	365	-14.5	13.00	411	102	.25
528	Fifth Street	S	SAT	262	218	-16.8	11.50	364	61	.17
529	Indian Trail	S	WKDY	471	454	-3.6	13.00	411	127	.31
529	Indian Trail	S	SAT	250	188	-24.8	11.50	364	53	.15
530	Fox Valley Center	S	WKDY	641	672	4.8	25.42	804	188	.23
530	Fox Valley Center	S	SAT	969	964	-0.5	22.67	717	270	.38
531	Waubonsee & Sugar Grove	S	WKDY	229	287	25.3	15.25	483	80	.17
531	Waubonsee & Sugar Grove	S	SAT	116	100	-13.8	8.00	253	28	.11
532	Randall Road	S	WKDY	169	196	16.0	13.17	417	55	.13
532	Randall Road	S	SAT	107	123	15.0	13.17	417	34	.08
533	Molitor Road	S	WKDY	382	390	2.1	23.50	744	109	.15
533	Molitor Road	S	SAT	120	125	4.2	12.50	396	35	.09
541	Douglas	S	WKDY	556	517	-7.0	14.00	479	150	.31
541	Douglas	S	SAT	404	311	-23.0	11.01	377	90	.24
542	Grove	S	WKDY	583	601	3.1	14.00	479	174	.36
542	Grove	S	SAT	323	334	3.4	11.01	377	97	.26
543	Dundee	S	WKDY	696	621	-10.8	14.00	479	180	.38
543	Dundee	S	SAT	324	266	-17.9	11.01	377	77	.20
544	Chicago Avenue	S	WKDY	599	593	-1.0	14.00	479	172	.36
544	Chicago Avenue	S	SAT	370	331	-10.5	11.01	377	96	.25
545	Walnut	S	WKDY	644	612	-5.0	14.00	479	177	.37
545	Walnut	S	SAT	435	378	-13.1	11.01	377	110	.29

N/A - Not Available
N/O - Not In Operation

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY

#	ROUTE NAME	SERVICE GROUP	SERVICE DAY	AVERAGE DAILY RIDERSHIP 1984	1985	% CHANGE	VEHICLE HOURS	ESTIMATED COST	ESTIMATED REVENUE	ESTIMATED FAREBOX RECOVERY RATIO
546	South	S	WKDY	541	504	-6.8	14.00	479	146	.30
546	South	S	SAT	299	255	-14.7	11.01	377	74	.20
547	Wing Park	S	WKDY	553	534	-3.4	14.00	479	155	.32
547	Wing Park	S	SAT	351	354	0.9	11.01	377	103	.27
548	Highland	S	WKDY	479	463	-3.3	14.00	479	134	.28
548	Highland	S	SAT	220	184	-16.4	11.01	377	53	.14
549	McLean Crosstown	S	WKDY	574	617	7.5	22.80	780	179	.23
549	McLean Crosstown	S	SAT	117	80	-31.6	7.58	259	23	.09
552	N. State/Spring Hill Mall	S	WKDY	373	467	25.2	25.91	886	135	.15
552	N. State/Spring Hill Mall	S	SAT	360	478	32.8	20.33	695	139	.20
553	Park/Summit	S	WKDY	336	351	4.5	14.00	479	102	.21
553	Park/Summit	S	SAT	211	184	-12.8	11.10	380	53	.14
561	Castlecrest via McAree	S	WKDY	347	346	-0.3	19.50	761	159	.21
562	Gurnee via Sunset	S	WKDY	158	225	42.4	12.00	468	104	.22
561/2	(Combination of Routes 561/2)	S	SAT	166	155	-6.6	9.50	371	71	.19
563	Farnsworth via Naval Sta.	S	WKDY	463	429	-7.3	20.50	800	197	.25
563	Farnsworth via Naval Sta.	S	SAT	114	116	1.8	9.50	371	53	.14
564	Jackson/14th	S	WKDY	278	310	11.5	13.50	527	143	.27
564	Jackson/14th	S	SAT	172	151	-12.2	9.00	351	69	.20
565	Grand/Grandwood Park	S	WKDY	239	243	1.7	12.50	488	112	.23
566	Vernon Hills	S	WKDY	52	74	42.3	14.00	546	34	.06

N/A - Not Available
N/O - Not In Operation

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY

#	ROUTE NAME	SERVICE GROUP	SERVICE DAY	AVERAGE DAILY RIDERSHIP 1984	AVERAGE DAILY RIDERSHIP 1985	% CHANGE	VEHICLE/ SERVICE HOURS	ESTIMATED COST	ESTIMATED REVENUE	ESTIMATED FAREBOX RECOVERY RATIO
567	Ports of Call	S	FRI	593	594	0.2	17.00	664	273	.41
567	Ports of Call	S	MON-THUR	319	289	9.4	14.00	546	133	.24
567	Ports of Call	S	SAT	1381	1324	-4.1	30.50	1190	609	.51
567	Ports of Call	S	SUN/HOL	830	754	-9.2	26.75	1044	347	.33
568	Lakehurst via McAlister	S	WKDY	523	504	-3.6	21.00	820	232	.28
568	Lakehurst via McAlister	S	SAT	337	323	-4.2	9.25	361	149	.41
569	Lewis Crosstown	S	WKDY	308	341	10.7	25.50	995	157	.16
570	Fox Lake-College of Lake County	S	WKDY	85	118	38.8	8.00	312	54	.17
571	Zion	S	WKDY	408	434	6.4	14.00	546	200	.37
571	Zion	S	SAT	176	169	-4.0	9.25	361	78	.22
572	Waukegan-Hawthorn Center	S	WKDY	831	745	-10.3	37.50	1464	343	.23
572	Waukegan-Hawthorn Center	S	SAT	244	247	1.2	17.00	664	114	.17
573	Lake Villa-College of Lake County	S	WKDY	N/O	50	--	11.50	449	23	.05
602	Salem	FD	WKDY	68	88	29.4	3.27	211	46	.22
603	Cedarcrest/Roselle	FD	WKDY	66	46	30.3	2.48	160	24	.15
604	Springinsguth	FD	WKDY	59	59	0.0	2.20	142	33	.23
605	Plum Grove/Summit	FD	WKDY	39	44	12.8	2.80	181	26	.14
621	Northbrook-Northwest	FD	WKDY	40	44	10.0	4.00	159	23	.14
622	Northbrook-West	FD	WKDY	32	37	15.6	3.47	138	19	.14
632	Bartlett-Streamwood	FD	WKDY	43	39	-9.3	3.77	129	20	.15

N/A - Not Available
N/O - Not In Operation

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY

#	ROUTE NAME	SERVICE GROUP	SERVICE DAY	AVERAGE DAILY RIDERSHIP 1984	1985	% CHANGE	SERVICE HOURS	ESTIMATED COST	ESTIMATED REVENUE	ESTIMATED FAREBOX RECOVERY RATIO
641	Elmhurst-Northeast	FD	WKDY	121	98	-19.0	6.60	164	56	.34
642	Elmhurst-Southwest	FD	WKDY	130	113	-13.1	5.83	146	63	.43
643/5	Elmhurst-NW/Industrial	FD	WKDY	141	120	-14.9	6.62	165	67	.41
644	Elmhurst-South Central	FD	WKDY	143	76	-46.9	5.67	141	40	.28
646	Elmhurst-Southeast	FD	WDKY	111	91	-18.0	5.50	137	46	.34
652	Glen Ellyn-Southwest	FD	WKDY	137	144	5.1	8.55	194	87	.45
653	Glen Ellyn-Bloomingdale	FD	WKDY	136	132	-2.9	7.75	216	69	.32
654	Glen Ellyn-South Central	FD	WKDY	133	124	-6.8	8.58	195	76	.39
655	Glen Ellyn-E. Glendale Hts.	FD	WKDY	49	51	4.1	4.55	127	30	.23
656	Glen Ellyn-Southeast	FD	WKDY	106	102	-3.8	9.48	216	62	.29
657	Glen Ellyn-W. Glendale Hts.	FD	WKDY	154	156	1.3	7.42	207	80	.39
661	Westmont-Southwest	FD	WKDY	101	111	9.9	3.97	118	61	.52
662	Westmont-South Central	FD	WKDY	105	116	10.5	3.42	102	63	.62
663	Clarendon Hills-Darien	FD	WKDY	131	163	24.4	3.50	113	86	.76
664	Clarendon Hills-Willowbrook	FD	WKDY	108	114	5.6	3.60	116	60	.52
665	Westmont-Darien	FD	WKDY	110	95	-13.6	3.63	117	54	.46
666	Burr Ridge-Hinsdale	FD	WKDY	20	51	155.0	3.32	115	28	.24
668	Countryside-LaGrange	OT	WKDY	N/O	7	--	12.95	220	5	.02
669	Western Springs-Indianhead Park	FD	WKDY	78	75	-3.9	3.93	120	39	.33

N/A - Not Available
N/O - Not In Operation

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY

#	ROUTE NAME	SERVICE GROUP	SERVICE DAY	AVERAGE DAILY RIDERSHIP 1984	AVERAGE DAILY RIDERSHIP 1985	% CHANGE	SERVICE HOURS	ESTIMATED COST	ESTIMATED REVENUE	ESTIMATED FAREBOX RECOVERY RATIO
672	Lombard-Southeast	FD	WKDY	50	44	-12.0	3.47	130	23	.18
674	Lombard-Southwest	FD	WKDY	67	85	26.9	3.52	132	45	.34
676	Naperville-Cress Creek	FD	WKDY	N/O	53	--	2.27	150	24	.16
677	Naperville-W. Highlands	FD	WKDY	134	122	-9.0	2.67	176	63	.36
678	Naperville-Carriage Hill	FD	WKDY	106	105	-0.9	2.82	186	60	.32
679	Naperville-Warrenville	FD	WKDY	54	51	-5.6	2.40	158	27	.17
680	Naperville-Brookdale	FD	WKDY	103	78	-24.3	2.83	187	44	.24
681	Naperville-Saybrook	FD	WKDY	81	66	-18.5	2.42	160	30	.19
682	Naperville-E. Highlands	FD	WKDY	64	65	1.6	2.63	174	35	.20
683	Naperville-Hobson West	FD	WKDY	123	133	8.1	2.55	168	58	.35
684	Naperville-Maplebrook	FD	WKDY	96	111	15.6	3.63	240	49	.20
685	Naperville-Willoway	FD	WKDY	92	99	7.6	3.05	201	51	.25
686	Naperville-Old Farm	FD	WKDY	108	115	6.5	2.97	196	45	.23
687	Naperville-Farmstead	FD	WKDY	82	83	1.2	2.80	185	45	.24
688	Naperville-Huntington	FD	WKDY	69	81	17.4	2.60	172	46	.27
689	Naperville-Hobson Village	FD	WKDY	77	85	10.4	2.50	165	40	.24
690	Buffalo Grove	IN	WKDY	446	400	-10.3	25.45	955	156	.16
693	Arlington Hts.-Palatine	IN	WKDY	286	325	13.6	39.96	1381	209	.15
693	Arlington Hts.-Palatine	IN	SAT	138	145	5.1	20.78	718	92	.13

N/A - Not Available
N/O - Not In Operation

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY

#	ROUTE NAME	SERVICE GROUP	SERVICE DAY	AVERAGE DAILY RIDERSHIP 1984	AVERAGE DAILY RIDERSHIP 1985	% CHANGE	SERVICE HOURS	ESTIMATED COST	ESTIMATED REVENUE	ESTIMATED FAREBOX RECOVERY RATIO
694	Mt. Prospect Feeder	FD	WKDY	N/O	5	--	3.52	132	3	.02
695	Arlington Hts.-Woodfield	IN	WKDY	106	137	29.2	21.87	504	83	.16
697	Roselle-Woodfield	IN	WKDY	119	111	-6.7	12.73	277	75	.27
698	Arlington Hts.-Northwest	FD	WKDY	57	56	-1.8	3.98	138	31	.22
700	Villa Park-Addison	FD	WKDY	43	56	-16.3	4.65	138	31	.22
702	Villa Park-Southwest	FD	WKDY	115	113	-1.7	8.43	251	56	.22
703	Villa Park-South Central	FD	WKDY	103	110	6.8	9.45	281	52	.19
705	S. Central Wheaton Feeder	FD	WKDY	N/O	12	--	5.13	144	7	.05
706	College Ave.-S. Wheaton	FD	WKDY	86	113	31.4	3.98	118	63	.53
707	Wheaton-South	FD	WKDY	92	97	5.4	4.77	142	55	.39
708	Wheaton-North	FD	WKDY	46	59	28.3	4.32	128	34	.27
709	Wheaton-W. Carol Stream	FD	WKDY	64	69	7.8	3.30	98	36	.37
710	Wheaton-E. Carol Stream	FD	WKDY	93	94	1.1	4.62	137	49	.36
711	Wheaton-Stratford Square	OT	WKDY	151	143	-5.3	19.12	568	76	.13
711	Wheaton-Northland Mall	OT	SAT	34	37	8.8	5.50	163	20	.12
712	Carol Stream Industrial Pk	FD	WKDY	8	11	37.5	1.80	53	7	.13
713	Wheaton Bell Labs	OT	WKDY	13	12	-7.7	0.67	20	6	.30
715	Central DuPage	OT	WKDY	471	500	6.2	37.13	1103	355	.32
715	Central DuPage	OT	SAT	283	296	4.6	24.60	731	210	.29
717	Naperville-Oak Brook Exp.	FD	WKDY	15	25	66.7	2.78	183	13	.07

N/A - Not Available
N/O - Not In Operation

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720	Palatine-Southwest	FD	WKDY	41	42	2.4	2.82	97	24	.25
721/2	Palatine-Northwest/North	FD	WKDY	46	50	8.7	5.57	192	29	.15
723	Arlington Park-Palatine	FD	WKDY	104	92	-11.5	7.32	253	54	.21
725/8	Barrington-Lk.Zurich/ Kemper	FD	WKDY	52	40	-23.1	5.62	186	20	.11
726	Barrington-Wauconda	FD	WKDY	45	50	11.1	4.72	157	26	.17
740	Oak Forest	FD	WKDY	85	88	3.5	3.20	88	44	.50
750	Flossmoor-Co. Club Hills	FD	WKDY	68	61	-10.3	4.18	97	33	.34
751	Flossmoor-Chicago Heights	FD	WKDY	53	56	5.7	4.08	94	31	.33
753	Matteson-West	FD	WKDY	36	46	27.8	4.62	91	24	.26
781/81c	Naperville Midday N	OT	WKDY	23	38	65.2	1.67	110	20	.18
786	Naperville Midday SW	OT	WKDY	129	101	-21.7	2.00	132	37	.28
787	Naperville Midday SE	OT	WKDY	153	113	-26.1	2.67	176	39	.22
801	Fox River Valley	OT	WKDY	371	400	7.8	22.30	763	116	.15
801	Fox River Valley	OT	SAT	225	231	2.7	25.00	855	67	.08
803	Carpentersville	OT	WKDY	277	338	22.0	16.00	547	98	.18
803	Carpentersville	OT	SAT	309	329	6.5	11.90	407	95	.23
805	Crystal Lk.-Sprg. Hill Mall	OT	WKDY	161	142	-11.8	21.60	561	94	.17
805	Crystal Lk.-Sprg. Hill Mall	OT	SAT	100	101	1.0	11.03	238	67	.28
806	Fox Lake-Crystal Lake	OT	WKDY	113	120	6.2	19.80	513	81	.16

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#	ROUTE NAME	SERVICE GROUP	SERVICE DAY	AVERAGE DAILY RIDERSHIP 1984	AVERAGE DAILY RIDERSHIP 1985	% CHANGE	SERVICE HOURS	ESTIMATED COST	ESTIMATED REVENUE	ESTIMATED FAREBOX RECOVERY RATIO
807	Woodstock-McHenry	OT	WKDY	166	172	3.6	24.83	643	110	.17
808	Crystal Lake-Harvard	OT	WKDY	186	185	-0.5	19.80	513	126	.25
809	McHenry County	OT	SAT	105	89	-15.2	15.48	401	57	.14
820	University Hts. Lisle	FD	WKDY	55	76	38.2	3.45	228	42	.18
821	Belmont-Woodridge	FD	WKDY	113	140	23.9	5.63	296	77	.26
822	Lisle-Woodridge	FD	WKDY	183	183	0.0	6.13	322	96	.30
823	West-Bolingbrook	FD	WKDY	94	114	21.3	7.48	393	64	16
824	East Bolingbrook	FD	WKDY	110	136	23.6	6.62	348	72	.21
825	Central Bolingbrook	FD	WKDY	66	79	19.7	7.17	377	44	.12
826	Lisle-South	FD	WKDY	104	119	14.4	3.63	161	70	.43
827	Lisle-Green Trails	FD	WKDY	43	48	11.6	3.88	172	26	.15
828	Lisle-North	FD	WKDY	84	95	13.1	3.63	161	52	.32
829	Western Electric/ Bell Lab	FD	WKDY	28	52	85.7	1.68	88	27	.31
831	Joliet-Cicero via Archer	S	WKDY	234	226	-3.4	12.40	410	101	.25
831	Joliet-Cicero via Archer	S	SAT	325	318	-2.2	20.05	663	144	.22
831	Joliet-Cicero via Archer	S	SUN/HOL	404	422	4.5	27.30	903	190	.21
832	Joliet-Cicero via Stevenson	S	WKDY	175	174	-0.6	13.20	437	78	.18
834	Joliet-Yorktown	OT	WKDY	441	458	3.9	34.87	1153	207	.18
834	Joliet-Yorktown	OT	SAT	285	282	-1.1	21.77	720	127	.18
835	Orland Park-Loop	IN	WKDY	726	726	0.0	30.65	1923	1177	.61

N/A - Not Available
N/O - Not In Operation

PARATRANSIT RIDERSHIP & PRODUCTIVITY COMPARISONS

4TH QUARTER, 1984-1985

TOTAL RIDERSHIP:	October - December, 1984	259,381
	October - December, 1985	284,210
Percent Change:		+ 9.6%
AVERAGE PRODUCTIVITY:	October - December, 1984	5.34
	October - December, 1985	5.22
Percent Change:		-2.2%

Total ridership for all Paratransit services during the fourth quarter, 1985 was 9% higher than for the same period in 1984.

The productivity comparision with the 3rd quarter of 1984 was -2.2%. An increase in hours for some services accounted for the decrease in productivity, even though overall ridership was higher.

The following table shows quarterly comparisons for each service.

PARATRANSIT RIDERSHIP & PRODUCTIVITY COMPARISONS

4TH QUARTER, 1984-1985

		RIDERSHIP		PRODUCTIVITY		%
		1984	1985	1984	1985	CHANGE
1.	Addison Township	4,256	4,282	N/A	N/A	N/A
2.	Aurora Township	6,657	7,619	2.82	3.18	+13
3.	Avon Township	1,774	2,333	3.64	2.35	-35
4.	Batavia Township[1]	N/A	2,038	N/A	3.98	N/A
5.	Bensenville	10,184	11,575	11.27	7.76	-31
6.	Berwyn/Cicero Township[2]	N/A	4,495	N/A	6.82	N/A
7.	Bloom Township	8,214	7,924	5.57	5.11	- 8
8.	Bloomingdale Township	3,091	3,507	4.32	4.46	+ 3
9.	Bolingbrook	4,380	4,904	7.27	8.69	+20
10.	Bremen Township	2,425	2,832	5.37	7.10	+32
11.	Calumet Township	1,712	4,408	4.62	5.07	+10
12.	Chicago DAD[3]	19,608	N/A	N/A	N/A	N/A
13.	Crestwood	2,755	2,482	5.60	5.02	-10
14.	Crystal Lake	15,190	16,908	6.02	6.66	+10
15.	Deerfield, Village of	461	578	N/A	N/A	N/A
16.	Deerfield Township (Bus)	782	694	1.63	1.67	+ 2
	Deerfield Township (Taxi)	5,862	5,829	N/A	N/A	N/A
17.	Downers Grove[4]	N/A	N/A	N/A	N/A	N/A
18.	Dundee Township[5]	N/A	1,553	N/A	3.01	N/A
19.	Ela Township	1,651	2,366	3.64	3.61	- 1
20.	Elgin Township	6,256	6,852	5.60	5.15	- 8
21.	Elk Grove Township	6,084	5,323	N/A	N/A	N/A
22.	Evanston/Skokie	922	876	N/A	N/A	N/A
23.	Forest Park	2,428	2,152	6.07	5.08	-16
24.	Fox Lake/Grant Township[6]	N/A	2,432	N/A	N/A	N/A
25.	Frankfort Township	1,336	1,990	4.40	4.76	+ 8
26.	Franklin Park	2,159	1,460	4.72	4.52	- 4
27.	Harvard	6,771	7,536	8.06	5.13	-36
28.	Joliet	16,954	17,813	3.94	5.00	+27
29.	Lake Villa Township	844	1,074	3.10	2.84	- 8
30.	Lemont Township	745	1,919	3.41	4.20	+23
31.	Libertyville	3,733	2,971	3.47	2.55	-27
32.	Lyons Township	3,038	7,038	4.12	5.88	+30
33.	Marengo	3,197	3,370	5.00	5.42	+ 8
34.	McHenry Township	5,213	5,208	5.93	4.64	-22
35.	Milton Township	1,547	1,630	4.77	3.88	-19
36.	Mt. Prospect	3,585	3,158	N/A	N/A	N/A
37.	Naperville[7]	N/A	2,166	N/A	4.81	N/A
38.	Norridge	6,091	7,078	11.76	12.02	+ 2
39.	New Lenox Township[8]	N/A	745	N/A	3.09	N/A
40.	Nunda Township	2,863	1,531	5.37	3.11	-42
41.	Oak Park Township[9]	2,095	6,359	5.74	6.00	+ 5
42.	Orland Park	2,163	3,535	5.25	6.18	+18

PARATRANSIT RIDERSHIP & PRODUCTIVITY COMPARISONS

4TH QUARTER, 1984-1985

		RIDERSHIP		PRODUCTIVITY		%
		1984	1985	1984	1985	CHANGE
43.	Palatine Township (Bus)	3,526	3,653	5.20	5.09	+ 2
	Palatine Township (Taxi)	2,486	1,767	N/A	N/A	N/A
44.	Palos Hills	1,492	2,624	4.98	5.07	+ 2
45.	Park Forest	18,803	16,033	11.87	9.35	-21
46.	Peotone[10]	2,316	2,515	8.38	2.13	-17
47.	Proviso Township	4,821	5,828	4.78	3.98	-18
48.	Rich Township	2,569	3,003	5.59	4.58	N/A
49.	River Forest[9]	1,453	N/A	3.92	N/A	+ 5
50.	River Grove	3,530	3,577	7.12	7.45	+12
51.	Romeoville	844	1,048	2.56	2.86	+ 9
52.	Schaumburg	13,112	16,620	5.17	5.61	0
53.	St. Charles/Geneva	3,162	3,158	4.56	4.58	
54.	Stickney Township	4,569	4,365	6.65	5.73	+ 9
55.	Thornton Township	8,038	8,981	4.55	5.01	+10
56.	Tinley Park	912	1,153	3.52	3.05	-13
57.	Vernon Township	1,600	2,105	3.49	3.28	- 6
58.	Waukegan Township	4,538	6,604	3.08	4.44	+44
59.	Wayne Township	434	648	1.31	1.65	+26
60.	Woodstock	11,342	16,085	8.61	10.07	+17
61.	Worth Township	2,808	3,617	3.34	3.97	+19
	SYSTEM TOTAL	259,381	283,927	5.34	5.22	- 2

N/A = Information is not available since:
- A) Vehicle hours are unavailable.
- B) Service is using non-dedicated taxi vehicles.
- C) Service start-up occurred after the fourth quarter of 1984.

1. The Batavia service began March, 1985.
2. Berwyn/Cicero service began October, 1985.
3. Chicago DAD service ceased operations March 31, 1985.
4. Downers Grove service began December, 1985. To date, we have no signed contract and no figures to report.
5. Dundee Township service began June, 1985.
6. Fox Lake/Grant Township service began November, 1985.
7. Naperville service began April, 1985.
8. New Lenox Township service began July, 1985.
9. River Forest Township service was incorporated into Oak Park Township service in February, 1985.
10. Vehicle hours were reported incorrectly for Peotone service in 1984.